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SECURITY CLASSIFICATION OF THIS PAGE

REPORT DOCUMENTATION PAGE

1a. REPORT SECURITY CLASSIFICATION UNCLASSIFIED			1b. RESTRICTIVE MARKINGS		
2a. SECURITY CLASSIFICATION AUTHORITY			3. DISTRIBUTION/AVAILABILITY OF REPORT Approved for public release; distribution is unlimited.		
2b. DECLASSIFICATION/DOWNGRADING SCHEDULE					
4. PERFORMING ORGANIZATION REPORT NUMBER(S) NUSC TD 7979			5. MONITORING ORGANIZATION REPORT NUMBER(S)		
6a. NAME OF PERFORMING ORGANIZATION Naval Underwater Systems Center		6b. OFFICE SYMBOL (If applicable) 10	7a. NAME OF MONITORING ORGANIZATION		
6c. ADDRESS (City, State, and ZIP Code). New London Laboratory New London, CT 06320			7b. ADDRESS (City, State, and ZIP Code)		
8a. NAME OF FUNDING/SPONSORING ORGANIZATION Naval Underwater Systems Center		8b. OFFICE SYMBOL (If applicable) 10	9. PROCUREMENT INSTRUMENT IDENTIFICATION NUMBER		
8c. ADDRESS (City, State, and ZIP Code) New London Laboratory New London, CT 06320			10. SOURCE OF FUNDING NUMBERS		
		PROGRAM ELEMENT NO.	PROJECT NO. 710Y11	TASK NO.	WORK UNIT ACCESSION NO.
11. TITLE (Include Security Classification) LOW-FREQUENCY AMBIENT NOISE NEAR BERMUDA: FILLING IN THE NOTCH					
12. PERSONAL AUTHOR(S) W. A. Von Winkle, D. G. Browning, R. J. Christian, and A. D. Cobb					
13a. TYPE OF REPORT		13b. TIME COVERED FROM TO		14. DATE OF REPORT (Year, Month, Day) 1987 May 27	
				15. PAGE COUNT 12	
16. SUPPLEMENTARY NOTATION A paper presented at the 113th meeting of the Acoustical Society of America, 11-15 May 1987, Indianapolis, Indiana					
17. COSATI CODES			18. SUBJECT TERMS (Continue on reverse if necessary and identify by block number)		
FIELD	GROUP	SUB-GROUP	Ambient Noise		
			Noise Models		
			Wind-Generated Noise		
19. ABSTRACT (Continue on reverse if necessary and identify by block number) Ambient noise models which assume no significant wind-generated noise mechanism in the 5- to 100-Hz frequency range predict a notch in noise levels, between shipping and microseismic noise, at approximately 10 Hz. Data are presented for the frequency range 3-200 Hz that show that this notch fills in at increasing wind speeds and is entirely eliminated above 35 knots for a North Atlantic Ocean location near Bermuda. These results are consistent with the low-frequency wind-generated noise mechanism proposed by Isakovish and Kur'yanov (Sov. Phys. Acous., 16, 49 (1970)).					
20. DISTRIBUTION/AVAILABILITY OF ABSTRACT <input type="checkbox"/> UNCLASSIFIED/UNLIMITED <input checked="" type="checkbox"/> SAME AS RPT. <input type="checkbox"/> DTIC USERS			21. ABSTRACT SECURITY CLASSIFICATION UNCLASSIFIED		
22a. NAME OF RESPONSIBLE INDIVIDUAL David G. Browning			22b. TELEPHONE (Include Area Code) (203) 440-4173		22c. OFFICE SYMBOL 3331

NUSC Technical Document 7979
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Low Frequency Ambient Noise Near Bermuda: Filling in the Notch

**A Paper Presented at the
113th Meeting of the Acoustical Society of America,
11-15 May 1987, Indianapolis, Indiana**

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PREFACE

This document was prepared under NUSC
Project No. 710Y11.

REVIEWED AND APPROVED: 27 May 1987

A handwritten signature in dark ink, reading "W. A. Von Winkle". The signature is written in a cursive style with a large, sweeping initial "W".

**W. A. VON WINKLE
ASSOCIATE TECHNICAL DIRECTOR FOR
RESEARCH AND TECHNOLOGY**



LOW FREQUENCY AMBIENT NOISE NEAR BERMUDA: FILLING IN THE NOTCH.

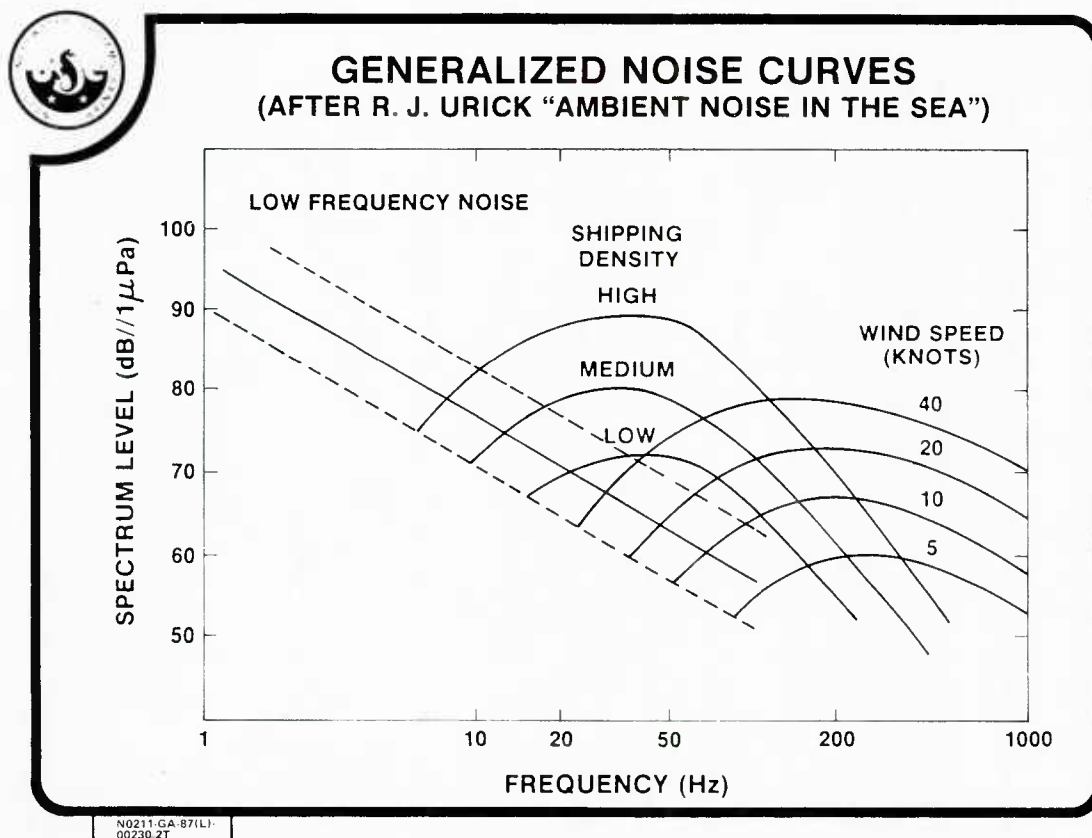
**WILLIAM A. VON WINKLE
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VIEWGRAPH 1

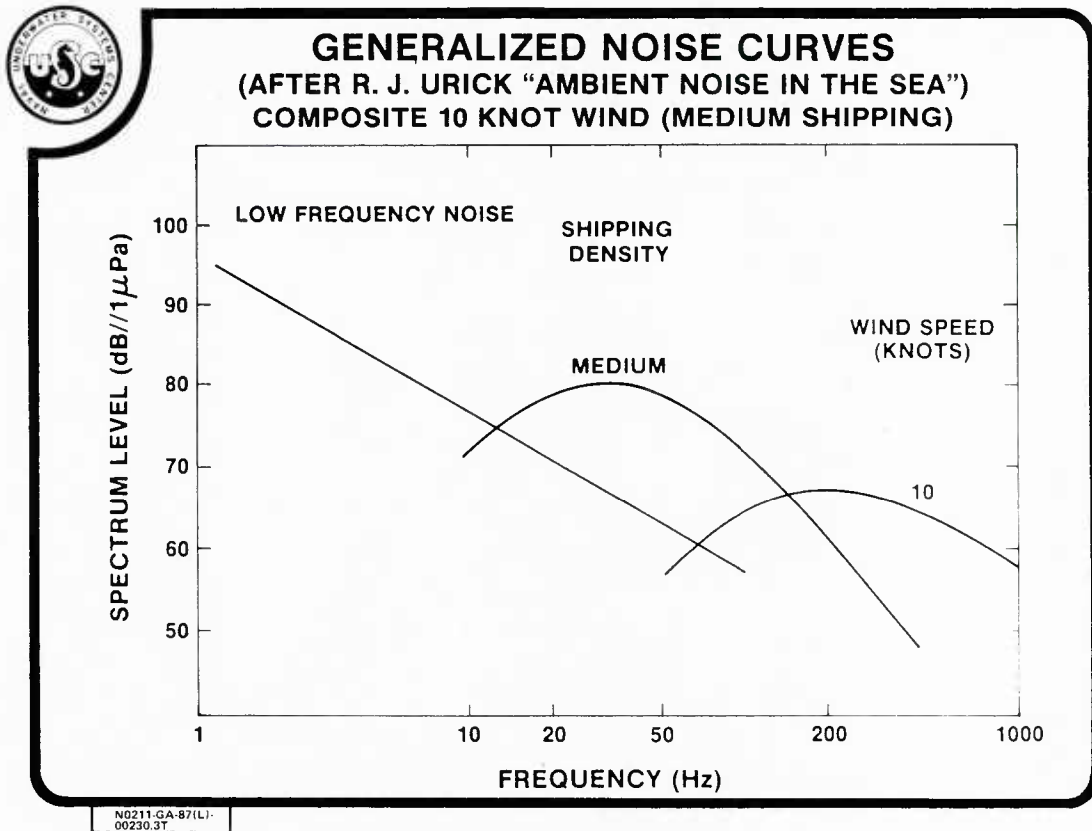
The majority of published ambient noise data has been from relatively heavily trafficked areas of the northern hemisphere taken at low to moderate wind speeds. Based on these data, it has been suggested that significant notches exist over the frequency range. It is the purpose of this paper to show that this may not be the case, at least not to the extent that has been predicted.



VIEWGRAPH 2

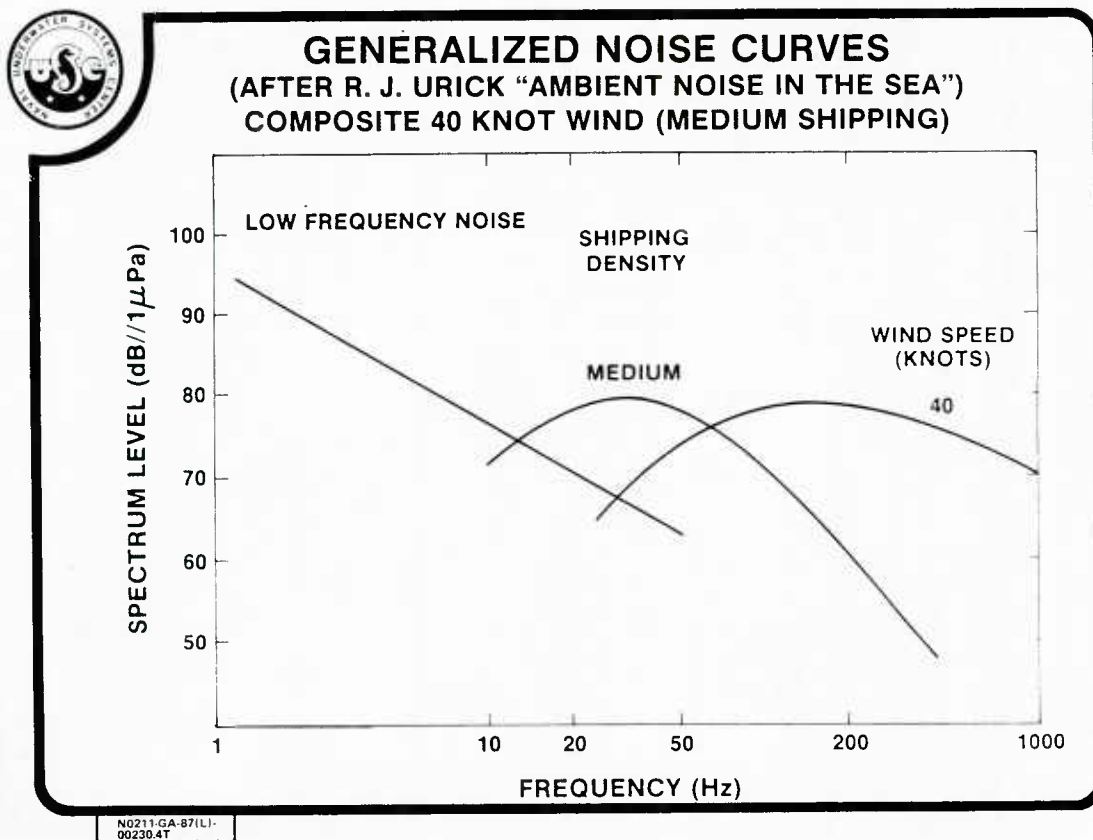
Urick (in his recent book *Ambient Noise in the Sea**) has, as always, presented an excellent summary of existing data and has suggested generalized noise curves based on three mechanisms: wind driven bubbles and spray, shipping noise, and low frequency (microseism) noise.

*R. J. Urick, *Ambient Noise in the Sea*, Undersea Warfare Technology Office, Department of the Navy, Washington, DC, 1984.



VIEWGRAPH 3

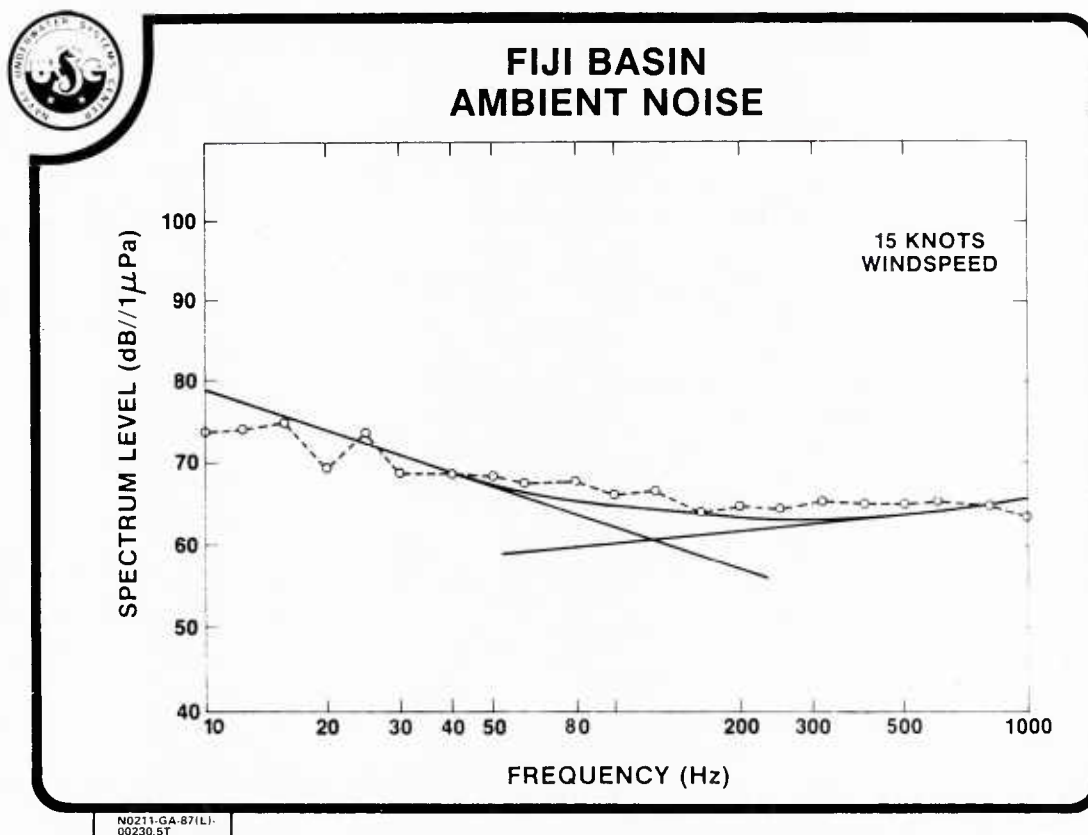
Consider two typical cases: first, wind speed of 20 knots and a medium shipping density. In this case a notch occurs at about 10 Hz. With the shipping removed from the viewgraph there would be a significant notch at approximately 60 Hz.



VIEWGRAPH 4

Secondly, consider a wind speed of 40 knots and the same medium shipping density. Since the wind-generated noise rolls off below 200 Hz, it still does not impact the notch that persists at about 10 Hz. Without the shipping, the notch shifts down to around 20 Hz.

So from these curves we get the picture of a persistent wind-independent notch at about 10 Hz with shipping present and a notch that shifts downward in frequency with increasing wind speed without shipping.

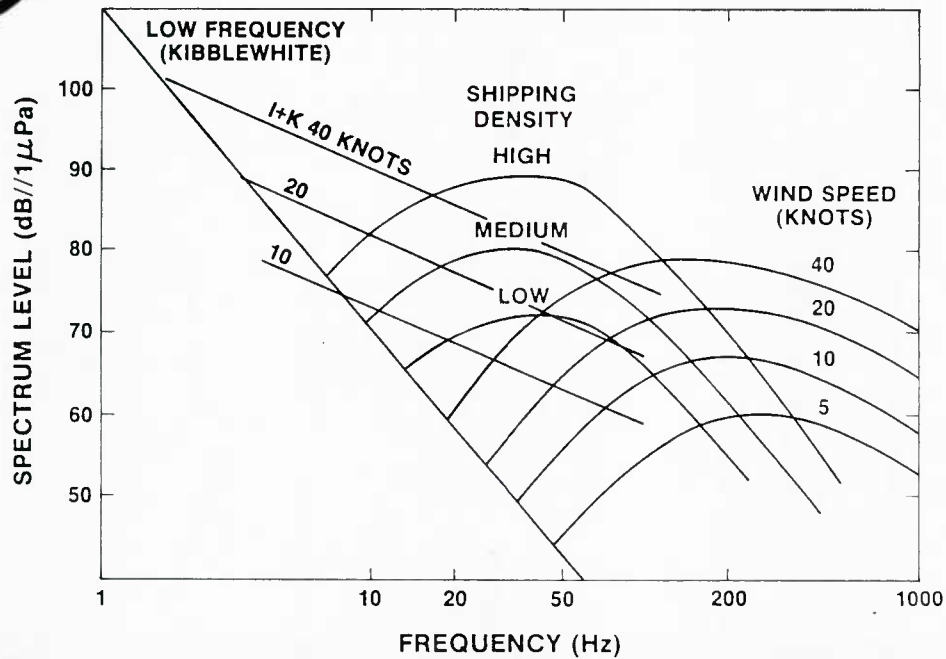


VIEWGRAPH 5

The rub is this: All the data (albeit limited) collected in the low shipping density southern hemisphere shows that wind-generated noise does not roll off below 200 Hz. It is suggested by Isokovich and Kur'yanov, Burgess and Kewley, Wilson, and others that a second mechanism exists below 200 Hz. As you may have noted in the April JASA the theories are still hotly contested.



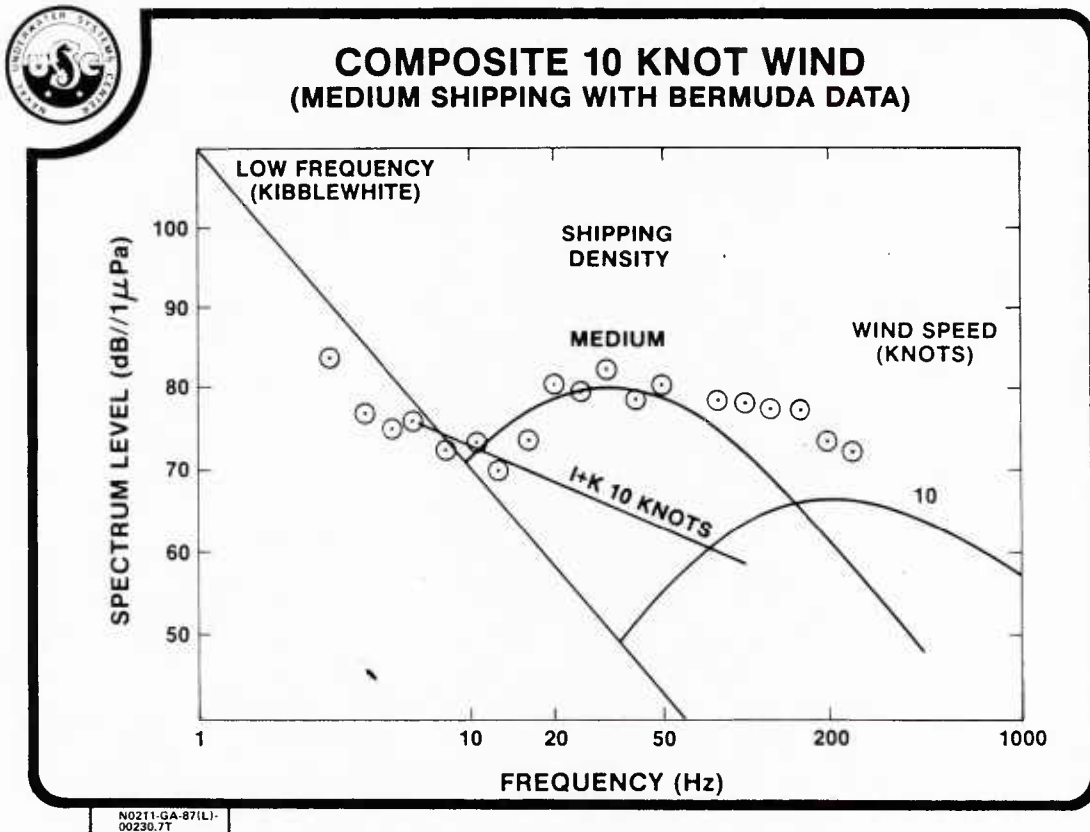
GENERALIZED NOISE CURVES II



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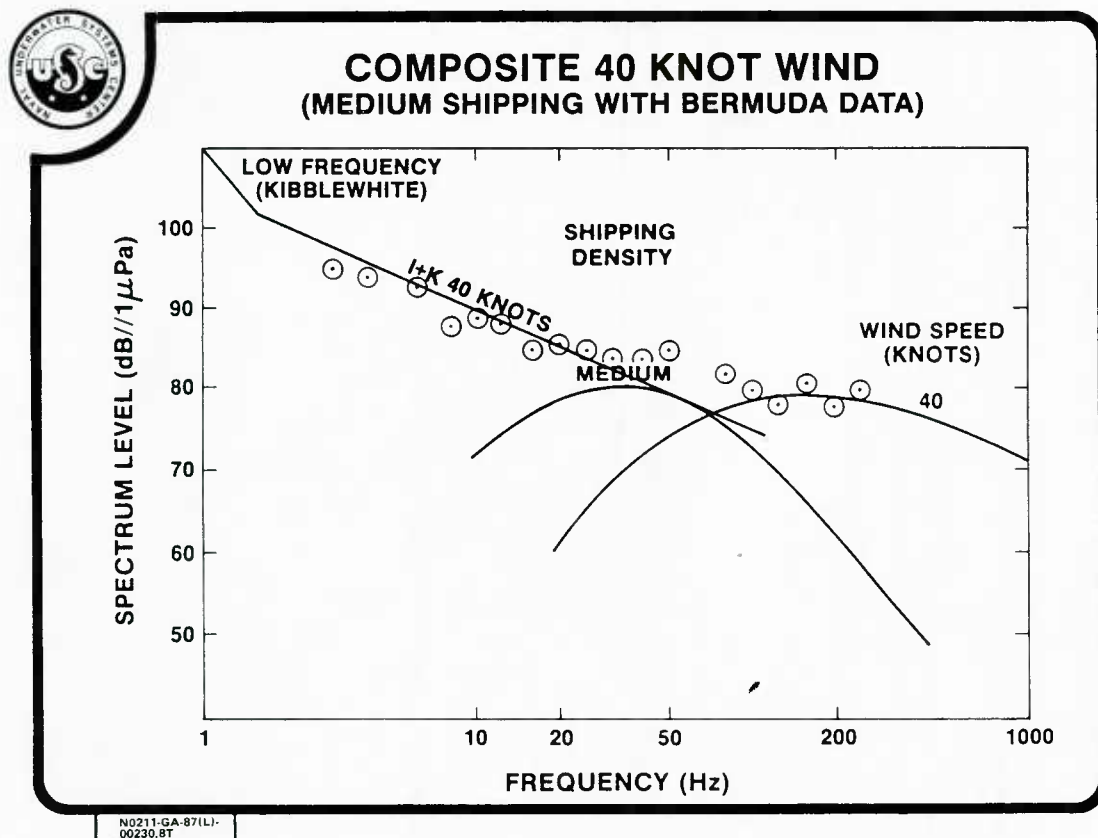
VIEWGRAPH 6

We have taken the original curves, updated the low frequency mechanism based on the latest data of Kibblewhite, and added a second wind-generated noise mechanism after Isokovich and Kur'yanov. The key point is that you need a second wind-generated noise mechanism; these curves may not be the exact answer but they should be close to it.



VIEWGRAPH 7

Let's revisit the two examples we had before and make a comparison with ambient noise data taken near Bermuda: first, a wind speed of 10 knots and a medium shipping density. The second wind-generated mechanism really isn't significant and it is easy to see it wasn't considered. However, with the shipping removed things have changed from Urlick's curves, this notch has been significantly filled in.



VIEWGRAPH 8

Look at the impact on the 40 knot wind speed case. The 10 Hz notch is totally filled in. When the shipping is removed that notch is essentially filled in too. The ambient noise data from Bermuda is in good agreement.



CONCLUSIONS

1. LOW FREQUENCY WIND MECHANISMS IMPORTANT.
2. NOTCH FILLS IN AT HIGHER WIND SPEEDS.
3. BERMUDA DATA ARE IN REASONABLE AGREEMENT.

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VIEWGRAPH 9

We can summarize as follows:

- o Low frequency wind-generated noise mechanisms are important especially at higher wind speeds. A second mechanism in the range 10-200 Hz as proposed by Isokovich and others is required. Also, the original low frequency mechanism (latest results from Kibblewhite) needs to be fine tuned.
- o The impact is that any notch will fill in with increasing wind speeds.
- o Finally, we have found that the limited high wind speed data we have from Bermuda supports this conclusion.

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